

## APPENDIX 5.

### MODIFIED HEADLAND PARK — LANDSCAPE STATEMENT



Barangaroo  
Modification Headland Park - Landscape Statement  
October 2008  
08610

context

BARANGAROO  
SYDNEY  
AUSTRALIA



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## 1.0 Executive summary

This document has been prepared as part of an application to the Department of Planning to provide a description of the proposed amendments to the design of the Barangaroo Headland Park which was previously approved as part of the Consolidated Concept Plan and Environmental Assessment (CCP).

## 2.0 Site context

### Urban context

The site of the Headland Park is surrounded by water to the north and west and is situated at the northern tip of the Barangaroo Precinct. The site is located to the north-west of the Sydney Central Business District, abutting the refurbished finger wharves of Walsh Bay to the north-east, the historic precincts of Millers Point and the Rocks to the west and new developments of King Street Wharf to the south. The site lies immediately adjacent to the curtilage of the relocated Moores Wharf and the sandstone cliff of Millers Point which rise approximately 18m above.

The urban form neighbouring the site evolves from north to south. Walsh Bay is characterised by 20th century forms of piers and shed structures, while Millers Point presents 2-storey terraces built between 1835 and 1879 (Merriman Street) and during the early 20th century (High Street). Further south, the built form is dominated by recent commercial multi-storey city buildings.

### Historical context

The area known as Gomora (now Darling Harbour) forms part of the territory occupied for millennia by the Darug coastal nation with the site forming the boundary between the Wangal and Gadigal clans to the west and east respectively and the Gommerigal to the south.

Traditionally, the site was connected to both water and city by industrial, social, physical and visual links. The current isolation of the site is due to physical barriers like the Sydney Harbour Bridge approach and several massive sandstone cuts. These reclamation and filling processes have been carried out progressively since the mid 19th century to the present in order to adapt the formerly steep foreshore lands for port facilities. Former steps, ramps and finger wharves leading to the water's edge have been gradually removed to accommodate the process of containerisation for shipping movements within the port of Sydney. These changes in trading techniques led to a significant change in the demographic of the area with a decrease of wharf personnel living in the immediate vicinity of the site.

### Physical context

The Headland Park is situated to the north-west of Sydney's CBD, protruding into the harbour in close proximity to surrounding promontories such as Blues Point, Balls Head, Goat Island, Ballast Point and Illoura Reserve with their typical landscape character of mature trees in rocky sandstone topography.

The Headland Park site is a vast, gently sloping hard stand apron (RL+2.4 to +3.2), having been created through cutting of the indigenous sandstone landform, filling and construction of sea walls and concrete decking. Since the demolition of large-scale storage sheds related to cargo operations in early 2008, few physical elements remain on site.

### Environmental context

Munn Reserve is currently the only parkland on the site. Named after a landholder of the early 19th century, Munn Street originally ran down to the foreshore and then wrapped around the Dalgety's Bond Stores, thereby connecting Hickson Road via bridge with Argyle Place. This connection was lost during the reclamation works of the late 1970s and resulted in a 14.5m high sandstone cut on the western side. Another 5m high cut separates the northern part of Munn Reserve from the main body of the park. The current tree planting consists predominantly of groups of mature *Casuarina glauca* (Swamp Oak) and *Ficus rubiginosa* (Port Jackson Fig). Aside from the tree planting in Munn Reserve, the only other significant tree planting is immediately adjacent to the east of the site: A row of *Ficus microcarpa* var. 'hillii' (Hills Weeping Fig) runs along the western side of Hickson Road.

### 3.0 Landscape vision

The Headland Park will be an iconic new park on the Sydney Harbour foreshore, complementing the fringe of islands and green headlands that define Sydney's western harbour foreshores. Using the sinuous curves of the 1836 pre-settlement shoreline as a guide, the headland park will be reconstructed to establish a naturalised shape and form; and will provide amenity for a range of passive recreation uses suited to its pivotal and elevated position. Distinguished by its grassy slopes and large fig trees, the Headland Park will provide a focal point for panoramic views of the harbour and incorporate the distinctive foreshore promenade that will link Darling Harbour and Walsh Bay. The southern end of the Headland Park will be defined by a generous cove (Northern Cove), re-enforcing the topography of the green headland, and re-connecting Hickson Road to the water.

The Headland Park will significantly complete the blue/green open space web of Sydney's western harbour and city edge. The new landscaped headland will complete the ring of prominent harbour headlands and islands formed by Blues Point, Balls Head, Ballast Point, Illoura Reserve and Goat Island (Mel Mel) and re-connect the shoreline and pedestrian open space link with Clyne Reserve, Argyle Place and Observatory Hill.

## 4.0 Landscape objectives

1. Establish a new iconic Headland Park on Sydney Harbour at the northern gateway to the Barangaroo development.
2. The headland park will have natural form, with its perimeter guided by the shape and form of the 1836 shoreline.
3. Extend the park from Merriman Street to the water's edge, grassy slopes, sandstone, pathways and native plantings to highlight the local and harbour context.
4. The character of the park will reflect the rugged sandstone topography of Sydney Harbour and include plantings of large Moreton Bay and Port Jackson Figs similar to the parklands at Mrs Macquarie's Chair.
5. The park will provide for passive recreation and activities suited to its elevated position, such as for the viewing of fireworks on the harbour.
6. Create a generous cove at the southern end of Headland Park, creating a visual link to Hickson Road.
7. Provide a sandstone sea wall at the edge of the cove to act as a transition between the headland and the central public domain.
8. Incorporate a small wharf as a temporary set down for water taxis and other watercraft.
9. Integrate a concealed five storey car park for 300 cars under the Headland Park, with entry and exit from Dalgety Road.
10. Provide a pedestrian exit from the car park to Merriman Street. Enhance and widen Merriman Street using the cliff edge and 19th Century worker's cottages as a backdrop.
11. Ensure an accessible and safe public domain throughout the day and night.
12. Ensure the design adheres to any relevant Australian Standards.

## 5.0 Crime prevention and public safety

Crime prevention and public safety is an important consideration for the Headland Park and Northern Cove. The Barangaroo site must be designed to take into account the principles of Crime Prevention Through Environmental Design (CPTED). These principles include:

1. Surveillance
2. Access Control
3. Territorial Enforcement
4. Space Management

### Surveillance

The attractiveness of crime targets can be reduced by providing opportunities for effective surveillance, both natural and technical. Good surveillance means that people can see what others are doing. People feel safe in public areas when they can easily see and interact with others. Would be offenders are often deterred from committing crime in areas with high levels of surveillance. From a design perspective, 'deterrence' can be achieved on the Barangaroo site by:

- providing clear sightlines from neighbouring properties on Merriman, Bettington, Mons and Hickson Streets into the public domain
- providing clear views for vehicles on Hickson Street through the site to the Northern Cove
- providing a wide foreshore pathway and open public spaces with clear sightlines throughout the public domain
- Using the change in levels from the foreshore to Merriman Street levels to allow for open views
- effective lighting of pathways and open space areas
- minimising the use of shrub planting and ensuring clear landscaping beneath fig trees so to not provide offenders with a place to hide or entrap victims
- use of electronic surveillance equipment

### Access control

Physical and symbolic barriers can be used to attract, channel or restrict the movement of people. They minimise opportunities for crime and increase the effort required to commit crime. By making it clear where people are permitted to go or not go, it becomes difficult for potential offenders to reach and victimise people and their property. Illegible boundary markers and confusing spatial definition make it easy for criminals to make excuses for being in restricted areas. However, care needs to be taken to ensure that the barriers are not tall or hostile, creating the effect of a compound. Effective access control can be achieved by creating:

- well designed and inviting pathways that channel and direct pedestrians into target areas, such as along the foreshore and into certain areas of the headland slopes.

- public spaces which attract, rather than discourage people from gathering by providing usable spaces, seating, focal points and interpretative points.

### Territorial reinforcement

Community ownership of public space sends positive signals. People often feel comfortable in, and are more likely to visit, places which feel owned and cared for. Well used places also reduce opportunities for crime and increase risk to criminals. If people feel that they have some ownership of public space, they are more likely to gather and to enjoy that space. Community ownership also increases the likelihood that people who witness crime will respond by quickly reporting it or by attempting to prevent it. Territorial reinforcement can be achieved on the site through:

- design that encourages both Sydney locals and tourists to gather in the public space and to feel some responsibility for its use and condition
- installation of community art projects
- design with clear transitions and boundaries between the public domain and private space
- clear design cues how the space is intended to be used, eg delineation of pedestrian and cyclist paths, picnic space, active recreation space.

### Space management

Popular public space is often attractive, well maintained and well used space. Linked to the principle of territorial reinforcement, space management ensures that space is appropriately utilised and well cared for. Space management strategies may include:

- activity coordination for children and adults
- events within the park possibly including summer outdoor cinemas, art displays, street performances and sports events.
- site cleanliness and maintenance
- rapid repair of vandalism and graffiti
- rapid removal or refurbishment of decayed physical elements

## 6.0 Description of proposal

The 'Barangaroo Consolidated Concept Plan and Environmental Assessment, October 2007' (CCP) recommends to shape the headland outline as an 'organic geometry that interprets in a contemporary way the more naturalistic land forms of other headland parks' (CCP pg. 82). In order to reinstate the former unity of the Sydney Harbour peninsulas, the current proposal favours a more naturalistic shape inspired by the historic 1836 shoreline. The sinuous curve extends to the enlarged cove at the southern end of the headland. While viewed from the water or its neighbouring harbour parklands, this natural headland will improve the integration of the new open space into its harbour context.

Recognising the high value of the spectacular Sydney Harbour setting, the current proposal aims to raise the terrain in a naturalistic form from the sea wall up to Clyne Reserve and Merriman Street whilst increasing views from the park to the water. The substantial increase in elevated landscape will allow for magnificent panoramic views of the harbour as well as numerous framed views from the park to the water. This proposal further develops the physical link suggested in the CCP by reinstating the historic topography of Millers Point. It strengthens the pedestrian connection between the Headland Park and the adjacent elevated plateau around Argyle Place and The Rocks.

The Headland Park, with its immediate proximity to surrounding promontories like Blues Point, Balls Head, Goat Island, Ballast Point and Illoura Reserve, will complement the archipelago of green headlands in Sydney Harbour. Their typical landscape character of mature trees in rocky sandstone topography will be reflected in the landmark design of the Headland Park. Furthermore, the Headland Park appreciates its urban context within the City of Sydney by tree plantings similar to Observatory Hill and Mrs Macquarie's Chair, in particular large *Ficus rubiginosa* (Port Jackson Fig) and *Ficus macrophylla* (Moreton Bay Fig).

The Headland Park is terminated in the north by the Moores Wharf precinct. The heritage listed building and its curtilage will be retained and mark the transition from the park to the finger piers of Walsh Bay. Timber decking around Moores Wharf would provide public access to the water front and mirror the character of the refurbished finger wharves.

The sandstone cut along the eastern side of Clyne Reserve would extend into a sandstone block retaining wall to allow the landform to flow from Clyne Reserve down to the lower level of Hickson Road.

An underground car park would be concealed under the park. The roof of the car park would be landscaped to integrate with the surrounding park and provide open space suitable for casual recreation with panoramic views over the southern end of the park and harbour. The car park entry would be located on Dalgety Road with pedestrian access from both Dalgety Road and Merriman Street.

Much of the north-west corner of the park would form a gently sloping grassy bank acting as another platform for panoramic harbour views. This area would be suitable for casual seating, picnics and as a 'grandstand' to viewing the harbour.

The site would be linked throughout with meandering pathways and short stairways cutting up through the sandstone retaining walls.

A major element of the park would be the wide foreshore promenade that will provide a pedestrian link from Walsh Bay through to King Street Wharf. The landward side of this promenade would be lined by gently sloping and flat grass areas, providing ample spaces for picnics, seating and exercise.

The southern end of the Headland Park would be terminated by the Northern Cove, a large water inlet creating a visual link to the harbour from Hickson Road. Direct access from Hickson Road to the foreshore would reconnect the precinct to the water. The cove would incorporate a small bridge that would act as a viewing platform and a physical and visual extension to Globe Street. At the south-western corner of the cove a large timber deck would act as a focal point between the Northern Cove and the Central Public Domain. Hickson Road would be enhanced as a boulevard and the existing row of mature figs along its western edge will be retained and reinforced where necessary.

The construction of the Headland Park and Northern Cove could potentially be staged within the redevelopment of the Barangaroo site. Construction could follow the construction of the Southern Cove Public Domain and the Central Public Domain. However, the site could also be redeveloped simultaneously without staging.

## 7.0 Summary of differences

CCP Proposal



CCP Design Proposals – Not to Scale

Current Proposal



Current Design Proposals – Not to Scale

Design Element within CCP Proposal	Change within current proposal
Shape of the headland foreshore	The shape has been altered to a more naturalistic shape to resemble the historic 1836 shoreline.
Shape and size of North Cove	The shape has been altered to a more naturalistic shape to resemble the historic 1836 shoreline and the size has been increased to allow a greater intrusion of water into the park.
Form of the Headland Park	The contours and retaining walls have been shaped to form a more naturalistic topography.
Open space adjacent to Globe Street	Globe Street no longer runs through the Headland Park, allowing a greater area of open space.
Access to Hickson Road	The removal of Globe Street to the east of the North Cove has allowed the open space to form a direct link between the Cove and Hickson Road.

## 8.0 Proposal plans



Barangaroo Public Domain Plan, showing overall new proposal.



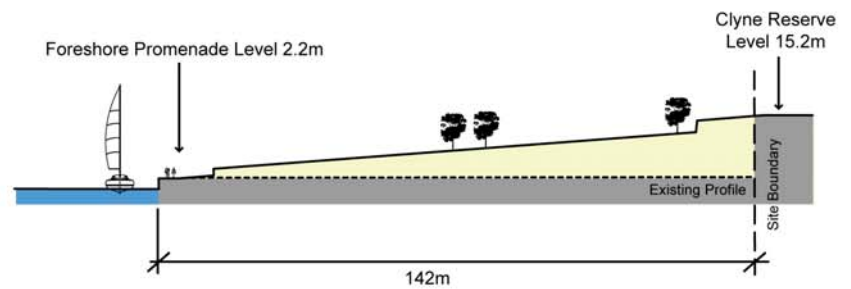
Barangaroo Public Domain Plan, showing new proposal for Headland Park.

## 9.0 Indicative sections



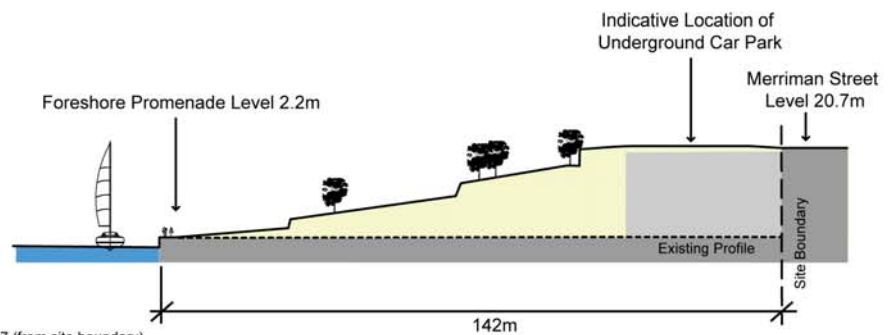
### Section A

Approximate overall gradient 1:10



### Section B

Approximate overall gradient 1:7 (from site boundary)  
Approximate overall gradient 1:5 (from underground car park)



### Section C

Approximate overall gradient 1:12

